APPENDIX D

KINOSHITA LETTER DATED MAY 20, 1998

27147

RECEIVED
MAY 20 1998
Environmental & Project Planning

May 20, 1998

Mr. Thomas B. Mathews
Director
Planning & Development Services Department
300 N, Flower Street
Santa Ana, CA 92703-5000

SUBJECT: Agricultural Efficiency of New Procedures to be Implemented at the Musick Jail Site

Dear Mr. Mathews:

It has come to my attention that cities adjacent to the County's Musick Jail Site have indicated doubt about the efficiency of new agricultural practices to be implemented at the site and for the surrounding lands. The purpose of this letter is to offer my expert observations on this topic.

As you may know, I have been working with the County Jail agricultural staff and management for 7 months to ascertain methods for increased production of agricultural goods. This increase in efficiency is important to jail staff, because as they explained to me, the County saves considerable cost by growing its own food for the jail system rather than buying it. Because of my and my family's years of agricultural experience in this county, encompassing over 60 acres of land, I was asked to help with this effort.

I can tell you with great confidence that increased efficiency in the manner in which agricultural lands are farmed routinely yield an increase in productivity. This is due to rapid transplanting, use of certain equipment that the County has recently purchased, at my suggestion, and prudent agricultural management.

I have reviewed the supporting documents to the Musick Negative Declaration which pertain to the increased efficiency. I find that these documents accurately reflect the increased production which can be expected from utilizing these practices.

I look forward to sharing my expertise with the County in the future, and if you have any questions concerning my statements herein, or questions about agricultural methods, please do not hesitate to contact me directly at (949) 496-9525.

Sincerely,

Shig Kinoshita

APPENDIX E

MILEWSKI REPORT DATED APRIL 25, 1998

27231

SHERIFF'S DEPARTMENT, ORANGE COUNTY
Santa Ana, California

April 15, 1998

TO: A/S J. Krans

FROM: Captain D. Milewski

RE: "Old vs New" Farming Technique Comparison

Prior to modernizing the James A. Musick farming techniques, the farm annually produced an estimated $394,733.00 in produce, 29.6 acres of land was formerly used to produce row crops.

A committee was formed to make recommendations which would significantly increase farm production. As a result of the committee's recommendation, new farming techniques have been implemented. The new techniques included the purchase of $150,000.00 worth of equipment.

As a result of the adaptation of the committee's recommendation, an additional 3.61 acres of land can now be farmed within the perimeter fence. Additionally, 3.5 acres of farmable land are located outside of the security fence. With the new techniques, equipment, and the increase in farmable land, production is estimated to minimally increase by 39%. This equates to 36.71 acres of land and a value of $548,678.12 in produce.

One of the new techniques include a drip irrigation system. This method, rather than furrow or sprinkler irrigation, eliminates water run off and decreases water usage by up to forty percent. Other beneficial techniques are accomplished with the use of new equipment. The new equipment being utilized are a Lister, a Bed Shaper, and a Precision Transplanter. The Lister increases the rows from 32 inches to 40 inches, allowing room for an additional seed line. The Bed Shaper shapes and prepares these beds. The Precision Transplanter operates with a crew of 4, rather than a crew of 20 hand planters. Each piece of equipment is capable of preparing four rows, where the old equipment was only capable of preparing two rows. In addition to increasing crop production, the hours needed to operate the tractors will be reduced 50%.

JAMES A. MUSICK FACILITY

ANNUAL PRODUCE PRODUCTION PROJECTION

•BASED ON 27 ACRE U.S.M.C.A.S. PARCEL, (13) ACRE PARCEL PURCHASED FROM IRVINE COMPANY, AND 22 ACRE EXISTING PARCEL. TOTAL OF 66.25 ACRES. BASED ON 2¼ CROPS PER YEAR, PER ACRE.

CROP	UNIT TYPE	4.25 ACRE PARCEL.		13 ACRE PARCEL.		27 ACRE PARCEL.		22 ACRE PARCEL.		66.25 TOTAL ACRES	
		UNITS		UNITS		UNITS		UNITS		UNITS	
ARTICHOKES	Boxes	288	$2,304.94	960	$7,683.13	1,968	$15,750.42	1,584	$12,677.17	4,800	$38,415.66
BEETS	Boxes	215	1,501.20	714	5,004.00	1,465	10,258.20	1,179	8,256.60	3,573	25,020.00
BROCCOLI	Boxes	1,119	7,838.58	3,732	26,128.61	7,651	53,563.66	6,158	43,112.21	18,660	130,643.06
CABBAGE	Boxes	980	5,881.70	3,269	19,615.68	6,702	40,212.14	5,391	32,365.87	16,345	98,078.39
CANTALOUPE	Boxes	164	1,313.72	547	4,379.06	1,122	8,977.06	903	7,225.44	2,736	21,895.28
CARROTS	Boxes	350	2,622.10	1,165	8,740.32	2,389	17,917.66	1,922	14,421.53	5,826	43,701.61
CAULIFLOWER	Boxes	387	3,097.12	1,290	10,323.74	2,645	21,163.67	2,129	17,034.17	6,451	51,618.70
CELERY	Boxes	298	2,536.39	994	8,454.64	2,039	17,332.01	1,641	13,950.15	4,972	42,273.19
CUCUMBERS	Boxes	314	1,574.26	1,049	5,247.53	2,151	10,757.43	1,731	8,658.42	5,245	26,237.64
GREEN PEPPERS	Lugs	345	1,729.61	1,153	5,765.47	2,363	11,819.22	1,902	9,513.03	5,763	28,827.36
GREEN BEANS	Lugs	753	4,521.61	2,572	15,072.05	5,149	30,897.70	4,144	24,868.88	12,558	75,360.24
GREEN ONIONS	Boxes	150	900.72	500	3,002.40	1,025	6,154.92	825	4,953.96	2,500	15,012.00
LETTUCE	Boxes	565	3,392.75	1,884	11,309.18	3,863	23,183.82	3,110	18,660.15	9,400	56,545.90
ONIONS	100 Sacks	248	2,484.67	828	8,282.22	1,697	16,978.56	1,366	13,665.67	4,139	41,411.12
ORANGES	Boxes	64	385.02	213	1,283.39	438	2,630.95	352	2,117.60	1,067	6,416.96
SPINACH	Lugs	603	3,621.50	2,011	12,071.68	4,124	24,746.94	3,319	19,918.27	10,057	60,358.39
SQUASH	Boxes	437	3,502.80	1,459	11,676.00	2,991	23,935.80	2,408	19,935.80	7,295	58,380.00
SWEET CORN	Boxes	569	3,413.20	1,896	11,377.34	3,887	23,323.56	3,128	18,772.62	9,480	56,886.72
TOMATOES	Lugs	1,707	8,532.81	5,688	28,442.70	11,607	58,037.53	9,386	46,930.45	28,388	142,213.49
TURNIPS	Boxes	228	1,601.28	762	5,337.60	1,563	10,942.08	1,258	8,807.04	3,811	26,688.00
WATERMELON	Lbs.	30,824	3,082.46	102,748	10,274.88	210,635	21,063.50	169,535	16,953.55	513,742	51,374.39

APPENDIX F

1997 COUNTY OF ORANGE CROP REPORT

County of Orange

Public Facilities & Resources Department

John W. Sibley, Director

(1)

ORANGE COUNTY CROP REPORT

1997

1997 VERSUS 1996

The total gross f.o.b. value of Orange County Agricultural products for the year 1997 was $276,000,200 or 16% more than the overall income for 1996. Income in accordance with established practice is reported on an f.o.b. basis, the first point of delivery and includes cost of production, harvesting and preparation for market. "Gross values, therefore, do not reflect net returns to the producer".

Increases were noted for the apiculture, nursery and orchard industries. This year our "Million Dollar Enterprise" list shows thirteen categories. These categories accounted for a total of $272,773,200.

Federal incentive, conservation and other support payments are excluded from this report.

1997 VERSUS 1996
SHOWING PERCENTAGE CHANGE

	1996	1997	Percentage Change
Animal Industry	$691,100	$588,600	- 14 %
Apiculture	30,800	44,400	+ 44 %
Field	2,833,600	1,664,000	- 41 %
Nursery	143,536,000	165,727,200	+ 15 %
Orchard *	46,342,200	68, 493,600	+ 47 %
Vegetables	43,388,400	39,482,400	- 9 %
Totals	$236,822,100	$276,000,200	+ 16 %

*Includes Strawberries

LOCATION:
300 N. FLOWER ST.
SANTA ANA, CALIFORNIA

MAILING ADDRESS:
P.O. BOX 4048
SANTA ANA, CA 92702-4048

TELEPHONE:
(714) 834-2300
FAX # 834-5188

(2)

ORANGE COUNTY AGRICULTURAL PRODUCTION STATISTICS FOR 1997

TREE FRUIT AND BERRY CROPS

Tree fruit and berry crops showed an increase of $22,151,400 or 47 %. Total production in tons from these crops increased by 21 %.

Three crops in this category appeared on the "Million Dollar Enterprise" list. They were strawberries, avocados and lemons. They accounted for $67,868,900.

TREE FRUIT & BERRY CROPS	ACREAGE BEARING	PRODUCTION (tons)	F.O.B. VALUE
Lemons	592	6,494 tons	$ 1,164,400
Valencia Oranges	208	2,492 tons	381,900
Avocados	1,401	4,980 tons	7,095,900
Other Deciduous And Subtropical	67	133 tons	242,800
Strawberries	2,057	67,737 tons	59,608,600
Totals	**4,325**	**81,836 tons**	**$68,493,600**

APICULTURE

Apiary income showed an increase of $13,600 or 44 % in 1997. The number of producing colonies decreased by 3 %. The honey yield increased by 28,022 pounds. Beeswax production increased by 179 pounds. Apiary income for 1997 was 42 % below the five year average 1992 to 1996.

APICULTURE	PRODUCTION	F.O.B. VALUE
Producing Colonies	461	
Honey	55,435 lbs.	$39,400
Beeswax & Miscellaneous Apiary Products		5,000
Total Apiculture		**$44,400**

NURSERY

For the twenty-ninth straight year nursery stock and cut flowers rank first on our "Million Dollar Enterprise" list. Gross returns increased by $22,191,200 from the previous year. The total nursery stock and cut flower income was $165,727,200. Shipments to other states continued to help this industry. This is the fourteenth time since 1981 that this category was over the one hundred million dollar mark.

NURSERY STOCK	PRODUCTION	F.O.B. VALUE
Ornamentals	35,782,984	$140,627,100
Flat Stock	1,161,728 flats	9,386,800
Cut Flowers	239,146 dozen	1,241,600
Christmas Trees	13,249 trees	469,700
Potted Plants	4,079,088	13,338,600
Miscellaneous Nursery *		663,400
Totals Nursery Stock		**$165,727,200**

* Includes sod, stolens, field grown vegetable plants, aquatic plants and miscellaneous seeds

LIVESTOCK

The total value of livestock production decreased by $102,500. The total income from livestock was $588,600. Decreased sales of beef cattle was the contributing factor for this decline.

LIVESTOCK	PRODUCTION	F.O.B. VALUE
Beef Cattle	820 head	$441,400
Poultry-Eggs	70,000 dozen	70,000
Miscellaneous Poultry		4,200
Miscellaneous Livestock		73,000
Total Livestock		**$588,600**

TRUCK CROPS

The total value for truck crops was $39,482,400. This is a decrease of 9 % from 1996. Crops showing increases were green beans, corn, cucumbers, peppers, and miscellaneous truck crops. Acreage decreased by 276 acres. Tomatoes, peppers, green beans, celery, miscellaneous truck crops, cabbage, corn and cucumbers made the "Million Dollar Enterprise" list.

TRUCK CROPS	ACREAGE	PRODUCTION	F.O.B. VALUE
Beans-Snap	1,394	8,308 tons	6,801,700
Artichokes	199	734 tons	421,500
Cabbage	575	9,988 tons	1,516,800
Cauliflower	216	626 tons	258,100
Celery	416	13,503 tons	2,579,600
Corn	775	7,688 tons	1,441,300
Cucumbers	510	3,907 tons	1,400,400
Lettuce-Head, Leaf & Romaine	239	2,068 tons	463,300
Peppers-Bell & miscellaneous	472	6,245 tons	10,636,100
Squash	209	1,603 tons	538,100
Tomatoes	525	18,139 tons	10,917,900
Miscellaneous Truck Crops	690	6,400 tons	2,507,600
Total Truck Crops	**6,220**	**79,209 tons**	**$39,482,400**

FIELD CROPS

Field crop value decreased by $1,169,600 or 41 %. Dry edible bean acreage decreased. Total field crop value was $1,664,000.

FIELD CROPS	ACREAGE	PRODUCTION	F.O.B. VALUE
Beans-Dry Edible	1,460	1,167 tons	$1,375,700
Pasture Rental	35,000		192,500
Other Misc. Field Crops	588	426 tons	95,800
Total Field Crops	**37,048**	**1,593 tons**	**$1,664,000**

(5)

ORANGE COUNTY CALIFORNIA

"MILLION DOLLAR ENTERPRISES"

1997

Nursery Stock and Cut Flowers	$165,727,200
Strawberries	59,608,600
Tomatoes	10,917,900
Peppers-Bell and Miscellaneous	10,636,100
Avocados	7,095,900
Beans-Green	6,801,700
Celery	2,579,600
Miscellaneous Truck Crops	2,507,600
Cabbage	1,516,800
Corn	1,441,300
Cucumbers	1,400,400
Beans-Dry Edible	1,375,700
Lemons	1,164,400

FARM ACREAGE AND GROSS VALUE RECAPITULATION

BEARING ACREAGE

Crop	1977	1987	1997
Animal Industry			
Apiculture			
Field	14,873	43,295	37,048
Nursery			
Orchard	10,023 *	9,279 *	4,325 *
Vegetables	11,587	7,947	6,220
Totals	36,483	60,521	47,593

* Includes Strawberries

GROSS VALUE

CROP	1977	1987	1997
Animal Industry	$13,130,500	$ 3,958,500	$ 588,600
Apiculture	401,300	128,900	44,400
Field	1,391,200	952,700	1,664,000
Nursery	72,685,600	126,212,500	165,727,200
Orchard *	52,958,900	77,481,100	68,493,600
Vegetables	28,194,300	36,352,300	39,482,400
Totals	$168,761,800	$245,086,000	$276,000,200

* Includes Strawberries

APPENDIX G

MUSICK FACILITY EXPANSION SUPPLEMENTAL TRAFFIC ANALYSIS,
AUSTIN FOUST ASSOCIATES, DATED JULY 31, 1998

JAMES A. MUSICK FACILITY EXPANSION
SUPPLEMENTAL TRAFFIC ANALYSIS

Prepared by:

Austin-Foust Associates, Inc.
2020 North Tustin Avenue
Santa Ana, California 92705-7827
(714) 667-0496

July 31, 1998

JAMES A. MUSICK FACILITY EXPANSION
SUPPLEMENTAL TRAFFIC ANALYSIS

This report provides supplemental information for the James A. Musick Facility Expansion Traffic Analysis of August 13, 1996. The purpose of the analysis is to include the proposed reuse of the El Toro Marine Corps Air Station as a cumulative project in the traffic analysis.

BACKGROUND AND SCOPE

The original traffic analysis prepared for the Musick Facility expansion noted that the County of Orange was in the process of preparing a Community Reuse Plan (CRP) for the El Toro Marine Corps Air Station (MCAS). Since that time, a CRP has been adopted by the County Board of Supervisors and is the subject of a more detailed study and Environmental Impact Report currently under preparation. The proximity of the El Toro MCAS is such that traffic from the Reuse Plan will affect the street and highway system analyzed in the original Musick Facility Traffic Study. Accordingly this analysis addresses the Community Reuse Plan as a cumulative project to show the impacts of the Musick Facility expansion under long-range cumulative conditions.

To carry out this supplemental analysis, two scenarios are addressed. The first assumes no activity on the El Toro MCAS site and represents a situation in which the property is vacated, but is open space with no trip generating activities. The second is the proposed Community Reuse Plan as noted above.

To prepare this supplemental analysis, information has been taken from the EIR prepared for the El Toro CRP. The traffic analysis for that EIR analyzed long-range average daily traffic (ADT) volumes over an area which included the study area used for the Musick Facility expansion traffic study. For each of the two El Toro scenarios, the amount of future traffic on each roadway that is due to the Musick Facility expansion was calculated and is presented here. Using similar performance criteria to that used in the Reuse Plan EIR, the impacts of this increment of traffic is then tabulated.

For potential mitigation for the Musick facility expansion, the El Toro CRP procedures have been used. A detailed discussion of the approach used in that analysis can be found in the EIR for the Reuse Plan and a summary is given in the next section of this report.

The CRP adopted by the Board of Supervisors included aviation uses, together with other supporting land uses on the site. An alternative plan which does not include aviation uses (referred to as the "Millennium Plan") is currently being analyzed as part of the EIR for the MCAS site. The comparative trip generation for that plan is noted here and conclusions drawn with respect to the impacts of the Musick Facility Expansion.

PERFORMANCE CRITERIA

As noted above, this traffic analysis utilizes the El Toro CRP EIR performance criteria to evaluate the operating conditions of roadways within the study area. Consistent with the approach applied by the County of Orange for long-range planning, the performance of individual roadways was evaluated using volume-to-capacity (V/C) ratios based on ADT volumes. Table 1 shows the roadway capacities used by each jurisdiction within the El Toro CRP study area for the various arterial classifications. It should be noted that the roadway capacities shown in the table are approximate figures only, and are used at the General Plan level. Actual roadway conditions are affected by such factors as intersections (numbers and configuration), degree of access control, roadway grades, design geometrics (horizontal and vertical alignment standards), sight distance; level of truck and bus traffic, and level of pedestrian and bicycle traffic.

TRAFFIC ANALYSIS

The first part of this analysis addresses an interim year condition based on the completion of construction and full-occupancy of the Musick Jail Expansion in approximately the year 2005. For the interim year condition, two alternative scenarios for the El Toro CRP are examined:

1. MCAS El Toro is closed by the US Marine Corps on or about July 1999, but no redevelopment plan is implemented for the Base by the interim year time frame.

Table 1

TRAFFIC ANALYSIS PERFORMANCE CRITERIA

LEVEL OF SERVICE CRITERIA

Level of Service to be determined based on average daily traffic (ADT) volume-to-capacity (V/C) ratios using the following ADT capacities:

Arterial Roadways

COUNTY OF ORANGE, LAKE FOREST CITY LIMITS/SPHERE

Principal Arterial	8 lane divided	75,000
Major Arterial	6 lane divided (augmented)	56,300 (67,600)
Primary Arterial	4 lane divided (augmented)	37,500 (45,000)
Secondary Arterial	4 lane undivided (augmented)	25,000 (30,000)
Collector	2 lane undivided	12,500

IRVINE CITY LIMITS/SPHERE

Major Arterial	10 lane	90,000
	8 lane	72,000
	6 lane (augmented)	54,000 (65,000)
Primary Arterial	4 lane (augmented)	32,000 (42,000)
Secondary Arterial	4 lane	26,000
Commuter	2 lane	13,000

PERFORMANCE STANDARDS

Level of Service D (ADT V/C less than or equal to .90) - All arterials other than CMP arterials, IBC and Irvine Center arterials and Lake Forest commercial streets

Level of Service E (ADT V/C less than or equal to 1.00) - CMP arterials, IBC and Irvine Center arterials and Lake Forest commercial streets

TRAFFIC IMPACT THRESHOLD

The project is considered to have a significant traffic impact at locations where the performance standard is not maintained i.e., an unacceptable LOS is indicated by the ADT V/C ratio and the project contribution to the V/C ratio is .01 or greater compared to no-project conditions.

Abbreviations: CMP - Congestion Management Program IBC - Irvine Business Complex

Note: The ADT roadway capacities listed in this table are approximate figures only, and are used at the General Plan level.

2. MCAS El Toro is fully redeveloped and occupied according to the Board of Supervisors selected Community Reuse Plan (CRP) including an international airport.

Figures 1 through 3 show ADT volumes on the study area circulation system for this time frame (1) without the Musick Facility Expansion, (2) with the Expansion Project (but with the Base vacant), and (3) with the Expansion Project and with the development of the El Toro CRP. The corresponding ADT volume to capacity (V/C) ratios for the three interim year scenarios are shown in Table 2, and as the table indicates, project impacts are found at the following locations:

1. Alton Parkway south of Rockfield
2. Alton Parkway south of Muirlands
3. Alton Parkway north of Muirlands

Of these three links, only one (Alton Parkway south of Muirlands) would require mitigation with or without the project under the no-reuse scenario (the link would be deficient with or without the project under the CRP scenario). Alton Parkway south of Rockfield is deficient only under the CRP scenario and Alton Parkway north of Muirlands would require mitigation with either the Musick project or the CRP.

The second part of the analysis addresses long-range conditions. Figures 4 and 5 show ADT volumes on the study area circulation system for the no CRP scenario with and without the Musick Facility Expansion. The corresponding volume to capacity (V/C) ratios can be found in Table 3. The incremental volume differences due to the project are the same as in the Musick Facility traffic report, and the only difference here is the set of base volumes to which the project increments are applied.

The second long-range scenario analyzed here is for the CRP at El Toro MCAS. Figure 6 shows the long-range cumulative volumes without the Musick expansion and Figure 7 shows the corresponding with-project ADT volumes for the study area. Link volumes and V/C ratios are summarized in Table 4.

Figure 1
INTERIM YEAR ADT VOLUMES
-NO PROJECT AND WITH VACANT MCAS
LEGEND
Study area boundary
SITE
EASTERN TRANSP CORRIDOR
(ETC) - EAST LEG
SR-231
SAND CANYON
SR-133
I-405
I-5
TRABUCO
FAIRBANKS
ALTON
JERONIMO
MURIELEOS
ROCKFIELD
LAKE
MOULTON
RIDGE
FOREST
ROUTE
EL TORO
LOS ALISOS
ALICIA
SAN DIEGO
CARLOTA
TECHNOLOGY
IRVINE CENTER
JEFFREY
WALNUT
PORTOLA
IRVINE

James A. Musick Facility Expansion
Supplemental Traffic Analysis

6

Austin-Foust Associates, Inc.
483005sup.wpd

LEGEND
Study area boundary
Figure 3
INTERIM YEAR ADT VOLUMES
-WITH MUSICK FACILITY
AND WITH EL TORO CRP
SITE
JEFFREY
WALNUT
TRABUCO
IRVINE
PORTOLA
ALTON
IRVINE CENTER
I-5
SAND CANYON
SR-231
EASTERN TRANSP CORRIDOR
TECHNOLOGY
SR-133
I-405
FAIRBANKS
ALTON
MOULTON
LAKE
FOREST
ROUTE
RIDGE
BAKE
MURIELEAS
JERONIMO
TOLEDO
TRABUCO
EL TORO
CARLOTA
LOS ALISOS
SAN
ALICIA
DIEGO

Table 2

INTERIM YEAR ADT VOLUME/CAPACITY RATIO SUMMARY

	LANES	CAPACITY	NO-PROJECT VOLUME	NO-PROJECT V/C	W/MUSICK VOLUME	W/MUSICK V/C	W/MUSICK & W/EL TORO CRP VOLUME	W/MUSICK & W/EL TORO CRP V/C
IRVINE (CITY/SPHERE)								
Alton w/o Irvine Center	6	54,000	22,000	.41	22,000	.41	24,000	.44
Alton w/o I-5	6	54,000	40,000	.74	40,000	.74	41,000	.76
Alton e/o I-5	8	72,000	52,000	.72	54,000	.75	58,000	.81
Alton s/o Rockfield	6	54,000	46,000	.85	48,000	.89	52,000	.96*
Alton s/o Muirlands	6	54,000	49,000	.91*	51,000	.94*	56,000	1.04*
Alton n/o Muirlands	6	54,000	47,000	.87	49,000	.91*	58,000	1.07*
Alton n/o Jeronimo	6	54,000	31,000	.57	33,000	.61	40,000	.74
Alton n/o Toledo	6	54,000	21,000	.39	23,000	.43	30,000	.56
Alton n/o Trabuco	6	54,000	24,000	.44	24,000	.44	28,000	.52
Bake n/o I-5	8	72,000	39,000	.54	40,000	.56	49,000	.68
Bake n/o Rockfield	8	72,000	43,000	.60	44,000	.61	49,000	.68
Barranca w/o Irvine Center	4	20,000	18,000	.90	18,000	.90	22,000	1.10*
Barranca w/o I-5	4	28,000	24,000	.86	24,000	.86	30,000	1.07*
Barranca e/o I-5	4	29,000	27,000	.93*	27,000	.93*	23,300	.80
Barranca w/o Alton	4	26,000	24,000	.92*	24,000	.92*	28,000	1.08*
Irvine w/o Sand Canyon[1]	6	34,000	29,000	.85	29,000	.85	44,000	1.29*
Irvine e/o Sand Canyon[1]	6	34,000	18,000	.53	18,000	.53	41,000	1.21*
Irvine e/o ETC East Leg[1]	6	54,000	19,000	.35	19,000	.35	51,000	.94
Irvine w/o Alton[1]	6	54,000	17,000	.31	17,000	.31	33,000	.61
Irvine e/o Alton[1]	6	54,000	30,000	.56	31,000	.57	48,000	.89
Jeronimo e/o Alton	4	32,000	18,000	.56	18,000	.56	26,000	.81
Muirlands e/o Alton	4	32,000	39,000	1.22*	39,000	1.22*	44,000	1.38*
Sand Canyon n/o Trabuco	6	54,000	8,000	.15	8,000	.15	19,000	.35
Sand Canyon n/o Irvine	4	32,000	14,000	.44	14,000	.44	16,000	.50
Toledo e/o Alton	4	28,000	8,000	.29	8,000	.29	10,000	.36
IRVINE/LAKE FOREST								
Bake n/o Muirlands	6	54,000	30,000	.56	31,000	.57	40,000	.74
Bake n/o Jeronimo	6	54,000	32,000	.59	33,000	.61	42,000	.78
Bake n/o Toledo	6	54,000	37,000	.69	38,000	.70	43,000	.80
Rockfield e/o Bake	4	32,000	25,000	.78	25,000	.78	25,000	.78
LAKE FOREST								
Bake n/o Trabuco	4	37,500	22,000	.59	22,000	.59	23,000	.61
El Toro n/o Toledo[1]	8	75,000	46,000	.61	46,000	.61	47,000	.63
El Toro n/o Trabuco[1]	6	56,300	39,000	.69	39,000	.69	37,000	.66
Jeronimo e/o Bake	4	37,500	20,000	.53	20,000	.53	24,000	.64
Lake Forest n/o Toledo	6	56,300	23,000	.41	23,000	.41	23,000	.41
Lake Forest n/o Trabuco	6	56,300	23,000	.41	23,000	.41	24,000	.43
Muirlands e/o Bake	4	37,500	33,000	.88	33,000	.88	36,000	.96*
Toledo e/o Bake	4	25,000	13,000	.52	13,000	.52	12,000	.48

(Continued)

Table 2 (cont)
INTERIM YEAR ADT VOLUME/CAPACITY RATIO SUMMARY

	LANES	CAPACITY	NO-PROJECT VOLUME	V/C	W/MUSICK VOLUME	V/C	W/MUSICK & W/EL TORO CRP VOLUME	V/C
LAKE FOREST (cont)								
Trabuco e/o Bake[1]	6	56,300	27,000	.48	27,000	.48	42,000	.75
Trabuco w/o Lake Forest[1]	6	56,300	27,000	.48	27,000	.48	42,000	.75
Trabuco e/o Lake Forest[1]	6	56,300	41,000	.73	41,000	.73	49,000	.87
Trabuco e/o Ridge Route[1]	6	56,300	40,000	.71	40,000	.71	48,000	.85
Trabuco e/o El Toro	6	56,300	28,000	.50	28,000	.50	38,000	.67

[1] Included on the Congestion Management Plan (CMP) highway network
* Exceeds the established level of service performance standard (LOS "D" for non-CMP roadways, LOS "E" for CMP roadways)

Level of service ranges: .00 - .60 A
.61 - .70 B
.71 - .80 C
.81 - .90 D
.91 -1.00 E
Above 1.00 F

LEGEND
Study area boundary
Figure 4
LONG-RANGE ADT VOLUMES
-WITHOUT MUSICK FACILITY
& WITH EL TORO MCAS VACANT
SITE
EASTERN TRANSP CORRIDOR
(ETC) - EAST LEG
SR-231
SR-133
I-405
I-5
SAN DIEGO
CARLOTA
RIDGE
LAKE
MOULTON
ALTON
IRVINE CENTER
JEFFREY
WALNUT
TRABUCO
SAND CANYON
PORTOLA
IRVINE
TECHNOLOGY
MUIRLANDS
JERONIMO
TOLEDO
FAIRBANKS
TRABUCO
CHAPARRAL
ROCKFIELD
FOREST
ROUTE
EL TORO
LOS
AUSOS
AUDA
BAKE

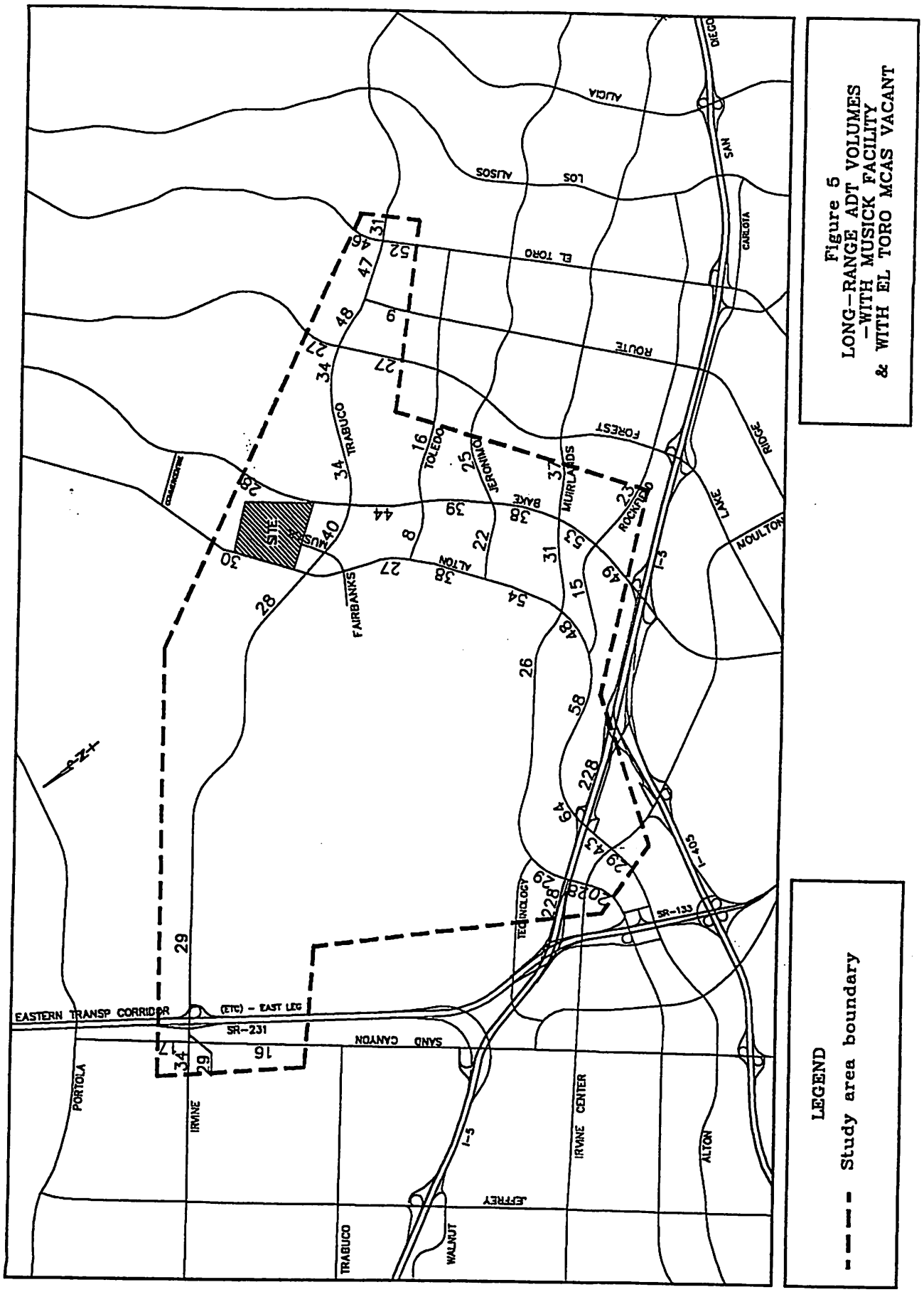

Figure 5
LONG-RANGE ADT VOLUMES
-WITH MUSICK FACILITY
& WITH EL TORO MCAS VACANT

LEGEND
Study area boundary

Table 3

LONG-RANGE VOLUME/CAPACITY RATIO SUMMARY
WITH AND WITHOUT MUSICK FACILITY
AND WITH EL TORO MCAS VACANT

	LANES	CAPACITY	LONG-RANGE VOLUME	LONG-RANGE V/C	LONG-RANGE WITH PROJECT VOLUME	LONG-RANGE WITH PROJECT V/C	PROJECT V/C CONTR
IRVINE (CITY/SPHERE)							
Alton w/o Irvine Center	6	54,000	29,000	.54	29,000	.54	.00
Alton w/o I-5	6	54,000	43,000	.80	43,000	.80	.00
Alton e/o I-5	8	72,000	62,000	.86	64,000	.89	.03
Alton s/o Rockfield	6	54,000	56,000	1.04*	58,000	1.07*	.03
Alton s/o Muirlands	6	54,000	46,000	.85	48,000	.89	.04
Alton n/o Muirlands	6	54,000	52,000	.96*	54,000	1.00*	.04
Alton n/o Jeronimo	6	54,000	36,000	.67	38,000	.70	.03
Alton n/o Toledo	6	54,000	25,000	.46	27,000	.50	.04
Alton n/o Trabuco	6	54,000	30,000	.56	30,000	.56	.00
Bake n/o I-5	8	72,000	48,000	.67	49,000	.68	.01
Bake n/o Rockfield	8	72,000	52,000	.72	53,000	.74	.02
Barranca w/o Irvine Center	4	20,000	20,000	.62	20,000	.62	.00
Barranca w/o I-5	4	28,000	28,000	.67	28,000	.67	.00
Barranca e/o I-5	4	29,000	29,000	.69	29,000	.69	.00
Barranca w/o Alton	4	26,000	26,000	.81	26,000	.81	.00
Irvine w/o Sand Canyon[1]	6	34,000	34,000	.63	34,000	.63	.00
Irvine e/o Sand Canyon[1]	6	54,000	29,000	.54	29,000	.54	.00
Irvine e/o ETC East Leg[1]	6	54,000	28,000	.52	29,000	.54	.02
Irvine w/o Alton[1]	6	54,000	27,000	.50	28,000	.52	.02
Irvine e/o Alton[1]	6	54,000	38 000	.70	40.000	.74	.04
Jeronimo e/o Alton	4	32,000	22,000	.69	22,000	.69	.00
Muirlands e/o Alton	4	32,000	31,000	.97*	31,000	.97*	.00
Sand Canyon n/o Trabuco	6	54,000	16,000	.30	16,000	.30	.00
Sand Canyon n/o Irvine	4	32,000	17,000	.53	17,000	.53	.00
Toledo e/o Alton	4	28,000	8,000	.29	8,000	.29	.00
IRVINE/LAKE FOREST							
Bake n/o Muirlands	6	54,000	37,000	.68	38,000	.70	.02
Bake n/o Jeronimo	6	54,000	38,000	.70	39,000	.72	.02
Bake n/o Toledo	6	54,000	43,000	.80	44,000	.81	.01
Rockfield e/o Bake	4	32,000	23,000	.72	23,000	.72	.00
LAKE FOREST							
Bake n/o Trabuco	4	37,500	28,000	.75	28,000	.75	.00
El Toro n/o Toledo[1]	8	75,000	52,000	.69	52,000	.69	.00
El Toro n/o Trabuco[1]	6	56,300	46,000	.82	46,000	.82	.00
Jeronimo e/o Bake	4	37,500	25,000	.67	25,000	.67	.00
Lake Forest n/o Toledo	6	56,300	27,000	.48	27,000	.48	.00
Lake Forest n/o Trabuco	6	56,300	27,000	.48	27,000	.48	.00
Muirlands e/o Bake	4	37,500	37,000	.99*	37,000	.99*	.00
Rockfield e/o Alton	4	32,000	15,000	.47	15,000	.47	.00
Rockfield e/o Bake	4	32,000	23,000	.72	23,000	.72	.00

Continued

Table 3 (cont)
LONG-RANGE VOLUME/CAPACITY RATIO SUMMARY
WITH AND WITHOUT MUSICK FACILITY
WITH EL TORO MCAS VACANT

	LANES	CAPACITY	LONG-RANGE VOLUME	V/C	LONG-RANGE WITH PROJECT VOLUME	V/C	PROJECT V/C CONTR
LAKE FOREST (cont)							
Toledo e/o Bake	4	25,000	16,000	.64	16,000	.64	.00
Trabuco e/o Bake[1]	6	56,300	34,000	.60	34,000	.60	.00
Trabuco w/o Lake Forest[1]	6	56,300	34,000	.60	34,000	.60	.00
Trabuco e/o Lake Forest[1]	6	56,300	48,000	.85	48,000	85	.00
Trabuco e/o Ridge Route[1]	6	56,300	47,000	.83	47,000	.83	.00
Trabuco e/o El Toro	6	56,300	31,000	.55	31,000	.55	.00

[1] Included on the Congestion Management Plan (CMP) highway network
* Exceeds the established level of service performance standard (LOS "D" for non-CMP roadways, LOS "E" for CMP roadways)

Level of service ranges: .00 - .60 A
.61 - .70 B
.71 - .80 C
.81 - .90 D
.91 -1 .00 E
Above 1.00 F

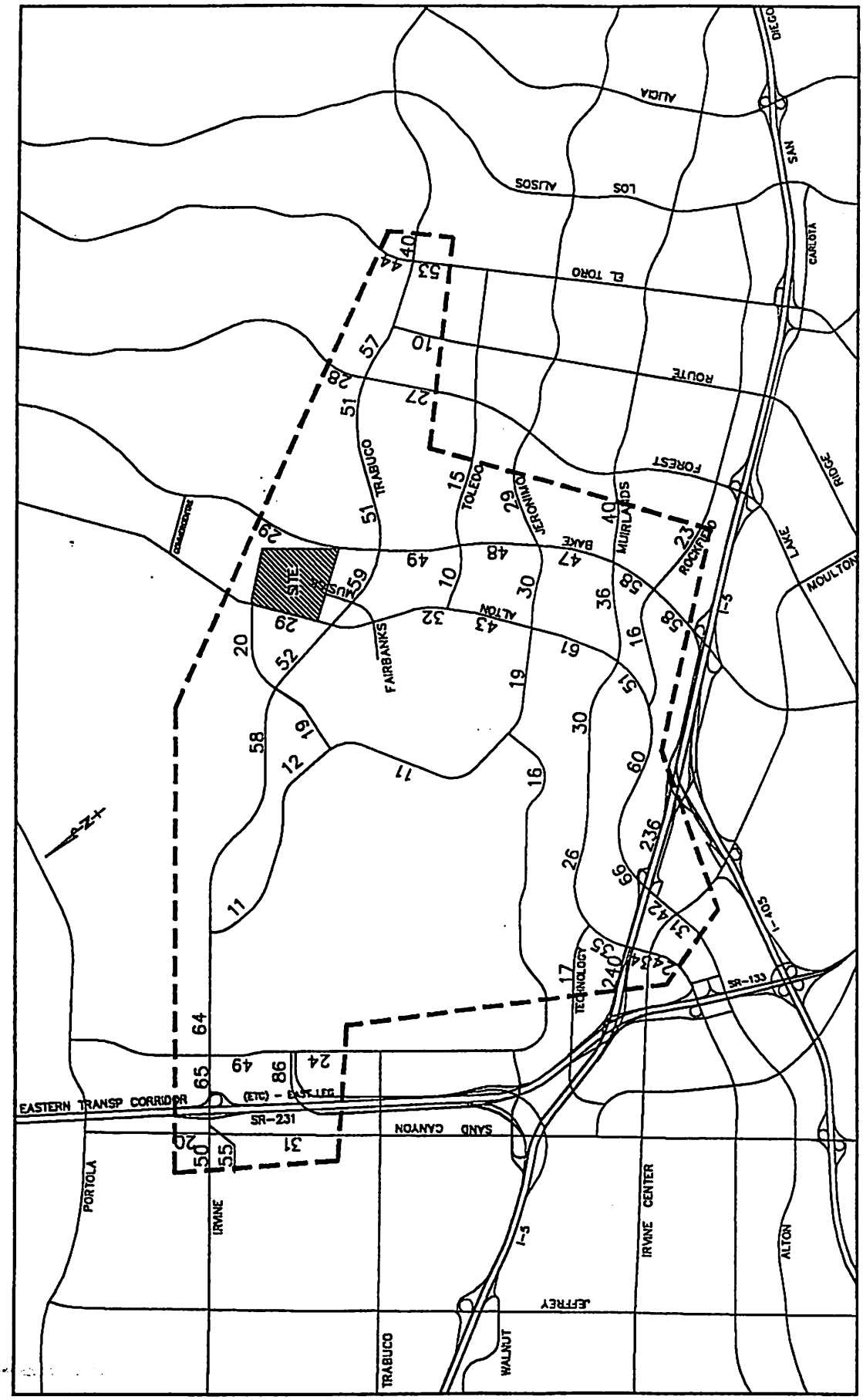

Figure 6
LONG-RANGE ADT VOLUMES
WITHOUT MUSICK FACILITY
& WITH EL TORO CRP

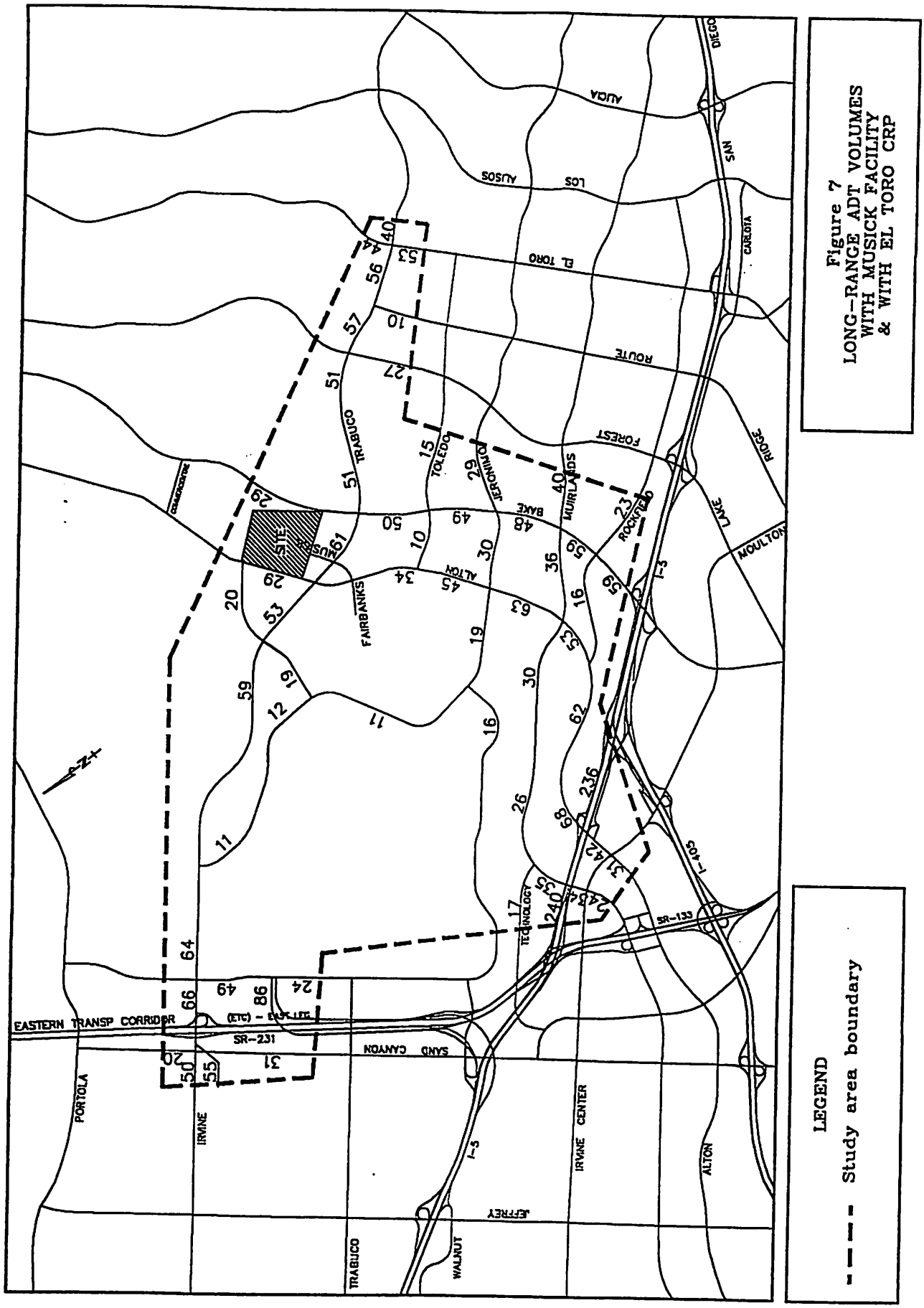
Figure 7
LONG-RANGE ADT VOLUMES
WITH MUSICK FACILITY
& WITH EL TORO CRP
LEGEND
Study area boundary
SITE
EASTERN TRANSP CORRIDOR
SR-231
SAND CANYON
SR-133
I-405
I-5
I-5
TRABUCO
FAIRBANKS
ALTON
TOLEDO
JERONIMO
MUIRLANDS
BAKE
ROCKFIELD
FOREST
ROUTE
EL TORO
LOS ALISOS
ALISO
SAN DIEGO
CARLOTA
RIDGE
LAKE
MOULTON
PORTOLA
IRVINE
IRVINE CENTER
ALTON
JEFFREY
WALNUT
TRABUCO
TECHNOLOGY

Table 4

LONG-RANGE VOLUME/CAPACITY RATIO SUMMARY
WITH AND WITHOUT MUSICK FACILITY
AND WITH EL TORO CRP

	LANES	CAPACITY	LONG-RANGE VOLUME	V/C	LONG-RANGE WITH PROJECT VOLUME	V/C	PROJECT V/C CONTR
IRVINE (CITY/SPHERE)							
Alton w/o Irvine Center	6	54,000	31,000	.57	31,000	.57	.00
Alton w/o I-5	6	54,000	42,000	.78	42,000	.78	.00
Alton e/o I-5	8	72,000	66,000	.92*	68,000	.94*	.02
Alton s/o Rockfield	6	54,000	60,000	1.11*	62,000	1.15*	.04
Alton s/o Muirlands	6	54,000	51,000	.94*	53,000	.98*	.04
Alton n/o Muirlands	6	54,000	61,000	1.13*	63,000	1.17*	.04
Alton n/o Jeronimo	6	54,000	43,000	.80	45,000	.83	.03
Alton n/o Toledo	6	54,000	32,000	.59	34,000	.63	.04
Alton n/o Trabuco	6	54,000	29,000	.54	29,000	.54	.00
Bake n/o I-5	8	72,000	58,000	.81	59,000	.82	.01
Bake n/o Rockfield	8	72,000	58,000	.81	59,000	.82	.01
Barranca w/o Irvine Center	4	32,000	24,000	.75	24,000	.75	.00
Barranca w/o I-5	4	42,000	34,000	.81	34,000	.81	.00
Barranca e/o I-5	4	42,000	35,000	.83	35,000	.83	.00
Barranca w/o Alton	4	32,000	30,000	.94*	30,000	.94*	.00
Irvine w/o Sand Canyon[1]	6	54,000	50,000	.93	50,000	.93	.00
Irvine e/o Sand Canyon[1]	6	54,000	55,000	1.02*	55,000	1.02*	.00
Irvine e/o ETC East Leg[1]	6	54,000	65,000	1.20*	66,000	1.22*	.02
Irvine w/o Alton[1]	6	54,000	58,000	1.07*	59,000	1.09*	.02
Irvine e/o Alton[1]	6	54,000	52,000	.96	54,000	1.00*	.04
Jeronimo e/o Alton	4	32,000	30,000	.94*	30,000	.94*	.00
Muirlands e/o Alton	4	32,000	36,000	1.12*	36,000	1.12*	.00
Sand Canyon n/o Trabuco	6	54,000	31,000	.57	31,000	.57	.00
Sand Canyon n/o Irvine	4	32,000	20,000	.37	20,000	.37	.00
Toledo e/o Alton	4	28,000	10,000	.36	10,000	.36	.00
IRVINE/LAKE FOREST							
Bake n/o Muirlands	6	54,000	47,000	.87	48,000	.89	.02
Bake n/o Jeronimo	6	54,000	48,000	.89	49,000	.91*	.02
Bake n/o Toledo	6	54,000	49,000	.91*	50,000	.93*	.02
Rockfield e/o Bake	4	32,000	23,000	.72	23,000	.72	.00
LAKE FOREST							
Bake n/o Trabuco	4	37,500	29,000	.77	29,000	.77	.00
El Toro n/o Toledo[1]	8	75,000	53,000	.71	53,000	.71	.00
El Toro n/o Trabuco[1]	6	56,300	44,000	.78	44,000	.78	.00
Jeronimo e/o Bake	4	37,500	29,000	.77	29,000	.77	.00
Lake Forest n/o Toledo	6	56,300	27,000	.48	27,000	.48	.00
Lake Forest n/o Trabuco	6	56,300	28,000	.50	28,000	.50	.00
Muirlands e/o Bake	4	37,500	40,000	1.07*	40,000	1.07*	.00
Rockfield e/o Alton	4	32,000	16,000	.50	16,000	.50	.00
Rockfield e/o Bake	4	32,000	23,000	.72	23,000	.72	.00

(Continued)

Table 4 (cont)
LONG-RANGE VOLUME/CAPACITY RATIO SUMMARY
WITH AND WITHOUT MUSICK FACILITY
AND WITH EL TORO CRP

	LANES	CAPACITY	LONG-RANGE VOLUME	V/C	LONG-RANGE WITH PROJECT VOLUME	V/C	PROJECT V/C CONTR
LAKE FOREST (cont)							
Toledo e/o Bake	4	25,000	15,000	.60	15,000	.60	.00
Trabuco e/o Bake[1]	6	56,300	51,000	.91	51,000	.91	.00
Trabuco w/o Lake Forest[1]	6	56,300	51,000	.91	51,000	.91	.00
Trabuco e/o Lake Forest[1]	6	56,300	57,000	1.01*	57,000	1.01*	.00
Trabuco e/o Ridge Route[1]	6	56,300	56,000	.99	56,000	.99	.00
Trabuco e/o El Toro	6	56,300	40,000	.71	40,000	.71	.00

[1] Included on the Congestion Management Plan (CMP) highway network
* Exceeds the established level of service performance standard (LOS "D" for non-CMP roadways, LOS "E" for CMP roadways)

Level of service ranges: .00 - .60 A
.61 - .70 B
.71 - .80 C
.81 - .90 D
.91 -1.00 E
Above 1.00 F

Under the performance criteria outlined here, the Musick Facility expansion would impact several roadway links as summarized below:

LOCATION	WITHOUT EL TORO CRP	WITH EL TORO CRP
Alton e/o I-5	Yes	Yes
Alton s/o Rockfield	Yes	Yes
Alton s/o Muirlands	No	Yes
Alton n/o Muirlands	Yes	Yes
Irvine e/o ETC East Leg	No	Yes
Irvine w/o Alton	No	Yes
Irvine e/o Alton	No	Yes
Bake n/o Jeronimo	No	Yes
Bake n/o Toledo	No	Yes

As discussed in the CRP EIP, the ADT link deficiencies identified here may not be considered actual deficiencies once a more detailed evaluation is carried out using peak hour intersection volumes. For example, Alton south of Rockfield and Alton north of Muirlands were shown to have link deficiencies in the traffic study for the Musick Facility expansion, but were not deficient when intersection volumes were considered. The V/C ratios presented here for the without El Toro CRP scenario are the same as in that study, and hence the same conclusions could be reached.

For conditions with the El Toro CRP, a Master Plan/Specific Plan study is currently underway which with study peak hour conditions to determine whether the impacted roadways listed above are actually deficient (and would therefore require improvements). Where actual improvements are found to be needed, then the Musick expansion project would participate in those improvements on a fair share basis as mitigation.

NON-AVIATION ALTERNATIVE

The non-aviation plan for the El Toro MCAS site contains a set of land uses which are quantified in trip generation terms in the ETRPA MCAS El Toro Reuse Plan Program (February 23, 1998). The trip generation for that plan compares with the CRP as follows:

ADT Trip Generation Summary	
CRP	305,240 Vehicle Trips Per Day
Non-Aviation Plan	345,284 Vehicle Trips Per Day

As can be seen, the order-of-magnitude trip generation is similar, the non-aviation plan being somewhat higher (around 13 percent). Hence, the results of the cumulative analysis presented in this report would be generally similar under the non-aviation plan.

CITY OF LAKE FOREST

July 23, 1998

Thomas B. Matthews
Director
Planning and Development Services Department
County of Orange
300 North Flower Street
Santa Ana, CA 92703-5000

Re: *Proposed Revised EIR for New Musick Jail*

Dear Mr. Matthews:

On behalf of the City of Lake Forest, I am writing in response to the letter from Andy Culbertson dated July 15, 1998, concerning the County's proposed revised EIR for the new Musick Jail Facility.

Until we receive the draft EIR, it is difficult for Lake Forest to provide any substantive comments on the County's revisions. Based on Ms. Culbertson's July 14, 1998 letter, however, we do have two areas of concern we would like to call to your attention. First, Ms. Culbertson's letter seems to suggest the only two sections of the EIR that will be recirculated relate to cumulative impacts and agricultural impacts. While the Court's ruling did not require recirculation of all portions of the revised EIR, the decision stated the County may do so. Because of the importance of this project to residents of Lake Forest and other South County communities (and because we believe recirculation of the entire document is legally required), we encourage the County to recirculate all revisions to the EIR. Clearly, there can be no "downside" to obtaining further input from the public before the County makes a decision on this huge project.

Second, based on our understanding of the Court's decision and the analysis that likely will be contained in the new sections of the revised EIR, we anticipate the new document will need to acknowledge significant impacts in several areas, including, at a minimum: agricultural impacts; air quality impacts; public service impacts; and, significant cumulative impacts in several different subject areas. Once the EIR acknowledges the existence of significant impacts, the document will have to analyze both potential mitigation measures to reduce those impacts and alternatives that would avoid or lessen such impacts (*See* CEQA Guidelines § 15126(d)). We believe there are several alternatives available that would avoid or lessen the significant impacts that will be caused by the proposed project. Accordingly, we ask that the revised EIR contain a complete analysis of such alternatives, as required by CEQA and the Guidelines.

23161 Lake Center Drive
Suite 100
Lake Forest, CA 92630
(714) 461-3400
FAX (714) 461-3511

Thank you for soliciting our views at this juncture. We look forward to having an opportunity to provide you with additional comments once we have received a draft of your proposed revised EIR. As you know, this is a project of tremendous importance to the City of Lake Forest, and we hope the County will take this opportunity to ensure the revised EIR contains a full disclosure of the impacts of the proposed project, as well as alternatives available to lessen or avoid those impacts.

Sincerely,

CITY OF LAKE FOREST

Robert C. Dunek
City Manager

c: City Council
Kathy Graham, Dir. of Community Dev.
Christopher Caldwell, Esq.
Greg Diaz, City Attorney